

AMENDMENTS TO THE SPECIFICATION

Please amend paragraphs [0071]-[0074] of the original specification as indicated below.

[0071] With reference to FIGURES 1 and 2, the accumulator 188 can be coupled with an inlet of the throttle body 186. The accumulator 188 generally forms a portion of the intake duct 184 but provides a larger volume, which is due to a larger cross-sectional flow area, than the rest portion of the intake duct 184 to temporarily accumulate air delivered to the throttle body 186. Such a construction allows air to accumulate before delivery to the throttle body 186 182. The accumulator 188 is useful to expedite delivering of the air to the combustion chamber when the demand on engine load rapidly increases. As best shown in FIGURE 1, the accumulator 188 generally has an arcuate configuration. Such a construction advantageously smoothens the delivery of air to the engine. Furthermore, because the accumulator 188 184 has a relatively large volume and is disposed next to the throttle body 186 182, the intake efficiency of the induction system is greatly improved. That is, sufficient air can be quickly supplied to the engine even when the engine is being operated at a relatively high engine speed.

[0072] In the illustrated arrangement, the air intake conduit 192, the throttle body 186 182 and the accumulator 188 184 together extend forwardly of the engine within a region defined between the seats 68. Upper portions of the throttle body 186 182 and the accumulator 188 184 preferably are positioned slightly higher than the top ends 82A of the seat cushions 72. A forward-most portion of the accumulator 188 184 turns downward at or just forward of the forward end of the seat assemblies.

[0073] Because of this arrangement, the throttle body 186 182 and at least a portion of the accumulator 188 184 are interposed between the seat assemblies and are positioned within, or just adjacent to, the space 70. Thus, the throttle body 186 182 and the accumulator 188 184 are positioned within a protective region of the vehicle that is located higher than a lowermost surface of the frame assembly or the floorboard 50. Such positioning reduces the likelihood that dirt and other road debris that may be kicked up underneath the vehicle will damage the throttle body 186 182 or the accumulator 188 184. Such placement also facilitates servicing of these components and protects these components from water damage while fording a stream, a mud bog or the like.

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[0074] The illustrated accumulator 188 184, which is positioned within the most downstream portion of the illustrated intake duct 184 186, ends above a lowermost surface defined by the rear frame section 38. The balance of the air intake duct 184 186, which has a smaller volume or cross-sectional area than the accumulator 188 184, preferably comprises a downstream section 200, a middle section 202 and an upstream section 204, which are provide a contiguous air flow path in the illustrated embodiment. The downstream section 200 extends downwardly from the accumulator 188 184 to a lowermost portion of the rear frame section 38. The middle section 202 extends forwardly in a generally horizontal direction from a lower end of the downstream section 200.

Please amend paragraph [0077] of the original specification as indicated below.

[0077] The air cleaner unit 182 188 preferably is attached to the upstream end of the intake duct 184 186 and extends generally along the lower surface of the hood 134. The illustrated air cleaner unit 182 188 has a relatively large volume and has a cleaner element therein. The air cleaner unit 182 188 also has an air inlet port that opens at a front end 206 of the cleaner unit 182 188. The inlet port preferably is positioned at least higher than the respective top ends 56a, 58a of the wheels 56, 58 and more preferably higher than the top surfaces 72a of the seat cushions 72. Because of this arrangement, water is not likely to enter the air cleaner unit 182 even when the ATV 30 travels through water streams, mountain torrents or muddy pools. Ambient air is drawn into the air cleaner unit 182 188 through the air inlet port and passes through the filtration element such that foreign substances such as, for example, dust, mud or water can be substantially removed from the air that is being introduced into the engine.